NEWSRAIL

OCTOBER 1998

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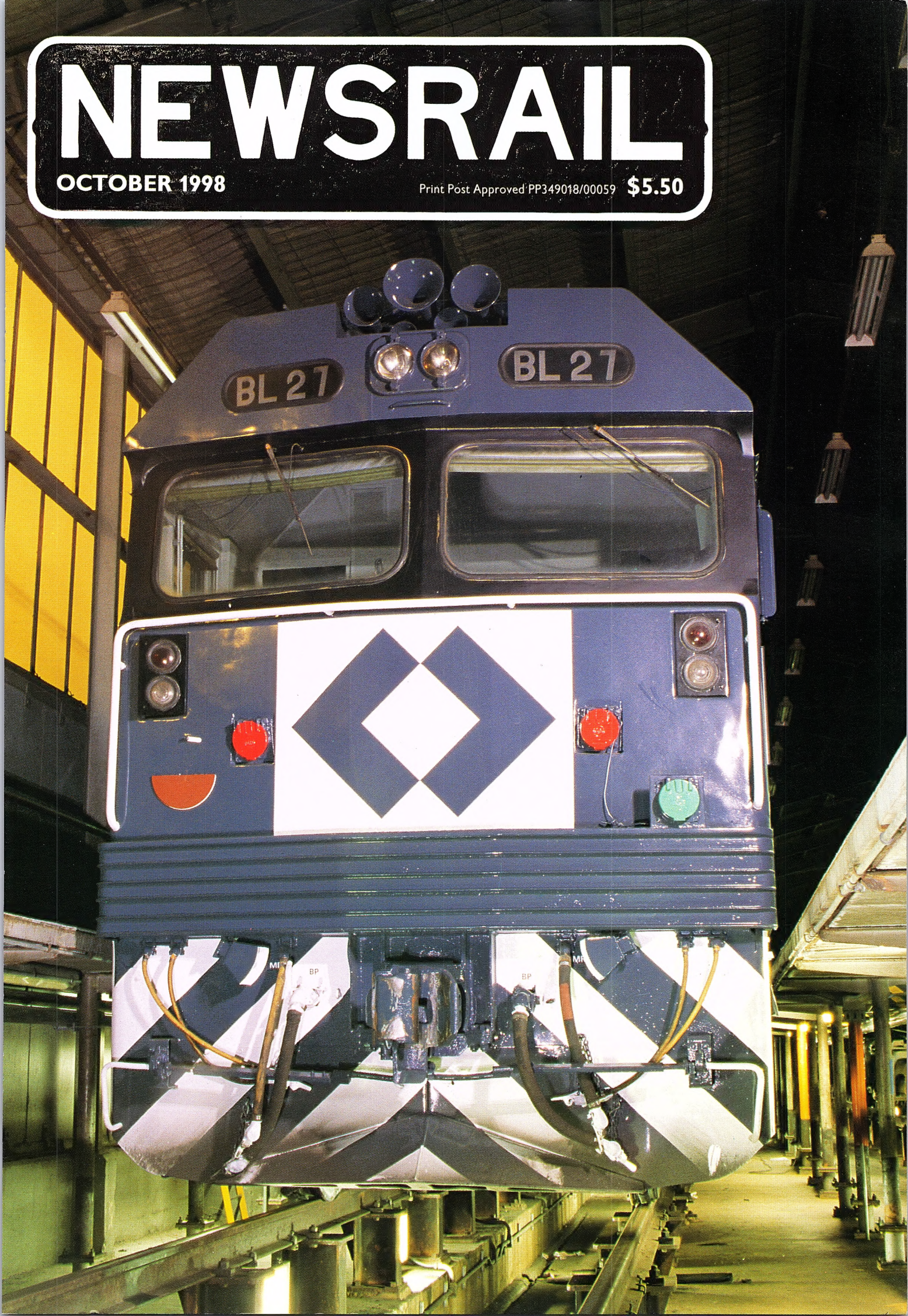

Y120

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HISTORIA NOSTRA VIA PEREGRINARI FERENT
FOR ALL WHO ARE INTERESTED IN RAILWAYS

NEWSRAIL
ESTABLISHED 1973

THE MAGAZINE OF THE AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

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FRONT COVER: BL27 is seen freshly painted in National Rail's Steel Link grey and white livery at South Dynon on the evening of Sat.12.9.98 *Steve Munro*

OPPOSITE: Y120 – the 22 30 Canal pilot stands on the Canal bridge at 02 40 while the crew and shunters have a meal break. Fri.22.6.90 *Gavin McLaughlan*

BACK COVER:

ABOVE: NB1873-NB1872 stand at South Dynon Loco depot while on their way from Perth to Junee for their new owner – Austrac. Great Northern's 381 is in the background. Sat.14.2.98 *Michael Bray*

BELOW: NB1872 after a rebuild and paint job returned to South Dynon Loco on the afternoon of Wed.2.9.98 hauling a Junee - Melbourne goods *Steve Munro*

GENERAL NEWS

A monthly round-up of Victorian railway news and events

CALENDAR

OCTOBER

ANNIVERSARIES

1st, 1883: Opening of Charlton - Wycheproof line. (115)
1st, 1888: Opening of Dandenong - Tooradin line. (110)
1st, 1888: Opening of Ballarat Racecourse - Waubra line. (110)
1st, 1888: Opening of Frankston - Baxter line. (110)
1st, 1888: Opening of Bendigo North Junction - Heathcote line. (110)
1st, 1888: Opening of Kilmore Junction - Kilmore line. (110)
1st, 1888: Opening of Shepparton - Dookie line. (110)
1st, 1888: Opening of Numurkah - Cobram line. (110)
1st, 1888: Opening of Numurkah - Nathalia line. (110)
1st, 1958: Closure of Warragul - Noojee line. (40)
5th-8th, 1968: Spencer Street Station Exhibition of Rollingstock and Track Equipment – 75,000 visitors. (30)
6th, 1918: First electric train in Australia ran from Newmarket power station to Flemington Racecourse – 2 km. (80)
12th, 1953: Closure of Wangaratta - Whitfield line. (45)
15th, 1988: 'Aus Steam '88' commenced with events concluding on November 6. (10)
20th, 1948: Closure of Moriac - Wensleydale line. (50)
23rd, 1988: Steam and Transport Display at Spencer Street as part of 'Aus Steam '88'. (10)
27th, 1903: Opening of Yatpool - Mildura line. (95)
28th, 1873: Opening of Benalla - Wangaratta line. (125)
28th, 1928: First automatically operated points and signals in Southern hemisphere installed at St Kilda. (70)
31st, 1993: Ballarat station Open Day. (5)
1988: Major improvements completed at Bendigo station. (10)
1988: Closure of Horsham - East Natimuk line. (10)
1988: Fitting of programmable logic controllers (PLCs) to N sets commenced. (10)
1993: Construction of final section of s.g. rail link between Melbourne and Adelaide commenced – funded by Federal government 'One Nation' rail infrastructure program. (5)

NOVEMBER

ANNIVERSARIES

1st, 1968: Last Ouyen - Pinnaroo passenger service – operated by 102 hp Walker railcar. (30)
6th, 1978: MotoRail introduced on the *Overland*. (20)
7th, 1968: Closure of Heathcote - Heathcote Junction line. (30)
8th, 1978: Closure of Tallarook - Mansfield line. (20)

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OVERLAND AND GHAN CHANGES

On Wed.8.7 the following changes were officially announced by Great Southern Railway. The *Overland* will cease operating on Wednesdays and Sundays as from Sat.25.7 while the *Ghan* will be extended to Melbourne once a week from November. When introduced, the extension of the *Ghan* will fill the gap left by the withdrawal of the Wednesday *Overland* service as according to GSR CEO John Finnin, the *Ghan* will be available for intermediate travel between Melbourne and Adelaide. A Sydney *Ghan* service travelling via Melbourne will be introduced in April 1999.

The revised schedule for the *Ghan* will see a Wednesday morning eastbound departure from Adelaide and a late evening departure the same day westbound from Melbourne. On the westbound journey passengers will have a five and a half hour stopover in Adelaide, which for first class passengers will include a half day tour and lunch, and for standard class passengers a free transfer into the city.

GSR also announced a $1 million refurbishment of the *Overland* rollingstock which will include new carpeting and seat coverings, upgrading of internal communication systems and external restoration. First class seating will be abolished but a lounge and dining area will be created for sleeping car passengers. Fares on the *Overland* will remain unchanged. *(Rail 2000 Inc)*

MOTOR VEHICLES BACK ON RAIL

TDG Autocare and National Rail have begun a Melbourne - Brisbane rail service for motor vehicles. Currently the service operates Monday, Wednesday and Friday from Melbourne carrying 16 Toyota cars daily in enclosed double-deck car carrying wagons. TDG is responsible for the vehicles including loading and unloading at NR terminals. *(PJ)*

BROAD GAUGE BL UPGRADES

Rail Technical Services (RTS) has won a contract to upgrade and maintain NR's broad gauge BL class locomotives which operate the Long Island steel service. The contract is for cab modifications for driver-only operation and on-going maintenance. BL27 painted in Steel Link grey and white livery was noted at South Dynon on Sat.12.9. *(PJ)*

NQ DIRECT

A new improved service run jointly by National Rail and Queensland Rail is saving one market day on produce sent from North Queensland towns such as Cairns, Tully and Townsville. The service operates five days a week to Melbourne and Sydney with connecting services to Adelaide and Perth. The northbound service operates three days a week. *(PJ)*

MILDURA LINE MISHAP

X33 (attached to leading locomotive X52) suffered minor damage when it struck grain wagons left foul of the main line at Kinnabulla during the morning of Wed.29.7. X52-X33 were running 9141 down Merbein goods when the incident occurred. The damage was sufficient to have X52 reversed on the turntable at Mildura to lead on 9140 goods that evening. The damage was confined to cabin side window breakage and the rear vision mirror. Instances such as this highlight the value of installing a turntable at Mildura. *(BMcL)*

NEW TRAM ROUTES

Swan Street diversion: This is known as the Swan Street - Exhibition Street extension. Swan Street trams will be diverted to run behind the Tennis Centre instead of down Swan Street to Batman Avenue. The track will then proceed over the rail yards and connect to the Flinders Street tracks at the corner of Flinders and Exhibition Streets.

Flinders Street extension: This track is to travel from Flinders Street - Spencer Street Junction west to loop around past the Docklands area and back to Lonsdale Street. *(JL)*

PUBLIC TRANSPORT GUARANTEES

The Minister for Transport, Robin Cooper, recently announced a comprehensive 12 point charter of public transport guarantees which is the first such charter by any government in Australia.

INTERSTATE LOADING

Above: J102 shunts some TDG Autocare wagons at South Dynon on Fri.21.8.98 *Ian Green*

Below: CLP13-CLP17-ALF22 haul 7AP4 through Bolivar, SA, past a rake of V/Line car wagons stored in the siding. Sat.1.8.98 *Roger Evans*

GENERAL NEWS

Mr Cooper said, 'Not only has the Kennett Government completely revitalised public transport in Victoria, it has now given a set of guarantees to commuters that ensures even better services in the future. Over the past four years public transport patronage has increased, as has revenue'.

TWELVE GUARANTEES FOR PUBLIC TRANSPORT PASSENGERS

1. **Services** – Train and tram service levels will be maintained and expanded. The full existing passenger network of operational tram and train lines throughout Victoria will remain in operation throughout the term of the franchise contracts. Any changes to timetables will have to be approved by the Minister for Transport.
2. **Fares** – The Government will provide legal guarantees that throughout the term of each franchise, fares will not increase above the rate of inflation.
3. **Concessions** – All concessions including pensioners, senior citizens, students and those in need will continue to be provided.
4. **Ticketing** – 'Multi-modal' tickets will continue. The Government will require operators to continue to provide multi-modal Met tickets on Melbourne's trams, trains and buses. Travel on Melbourne's City Circle tram route will continue to be free of charge.
5. **Performance** – Train and tram operators will be required at least to maintain existing levels of punctuality and reliability, and will face penalty payments if performance declines.
6. **Customer service** – Private operators will be obliged to take action if station cleanliness, staff conduct, on-train catering and any other key measures do not meet set State performance standards.
7. **Information** – To ensure operators are accountable to their customers, information about the punctuality and reliability of trains and trams will be published and updated every three months.
8. **Compensation** – Private operators will be required to compensate passengers for poor service, through free extensions to long term periodical tickets.
9. **Overcrowding** – Any operator whose trains are too crowded will be required by the Government to take corrective action and will be penalised.
10. **Safety** – The PTC's current high safety standards will be maintained, and each new operator will be required to get detailed accreditation from the Department of Infrastructure. Operators will be required to work closely with the police to reduce crime on the public transport system.
11. **Accessibility** – The Government is clear that the rights of all passengers should be recognised and respected and therefore private operators will be required to demonstrate that they are catering properly with special needs and disabilities.
12. **Heritage** – Melbourne's full operational fleet of 53 W class trams will be kept in service and will retain their green and yellow livery. *(Minister for Transport)*

FAST TRAIN SETBACK

Gippsland's push to be part of a future Very High Speed Train (VHST) route from Melbourne to Sydney appeared to suffer a setback recently, prompting the local Liberal MHR Russell Broadbent to step up the local battle.

After the Federal Government announced the French Speedrail Group as the successful tenderer for a Canberra to Sydney VHST rail link, that company indicated its intention to construct a further route to Melbourne, but promoted its preference for a central Victorian route. The company's TGV trains, which can travel at speeds up to 320 km/h would probably stop at Wagga Wagga, Albury, Tullamarine and central Melbourne.

Mr Broadbent claimed that a route through eastern Victoria would prove to be one of the most scenic rail rides in the world and vowed to put more pressure on the Federal Government to properly consider a Gippsland route for the Victorian VHST. *(Latrobe Valley Exprss)*

V/LINE FREIGHT SALE

The State Government has called for expressions of interest in the purchase of its rail freight business, V/Line Freight. The Treasurer Mr Stockdale and the Transport Minister Mr Cooper said the buyer would acquire all V/Line Freight business and assets and a long term lease over Victoria's intrastate country rail network.

The Government will, however, retain ownership of all track, signalling, train control facilities and country terminals and sidings.

The new owner will inherit a 15 year renewable lease on the rail infrastructure. Under the terms of the sale the Government will require the new owner to maintain the Fast Track parcels service in its current form. *(Ararat Adviser)*

LETTER FROM THE EDITOR

We are now entering into an exciting time for the Victorian rail scene. A number of important changes are coming, with the impending sale of V/Line Freight, new private operators, and changes to interstate passenger services to name just a few. The introduction of new legislation in January 1999, which will see an end to VicTrack's control and supervision of the various tourist railways in Victoria, will provide new challenges for them all.

Now is the time to get busy with your cameras!

If you have not seen any of your photography in print as yet, why not give it a try. NEWSRAIL is always looking for new contributors and will consider all photos and slides for inclusion in the magazine. At the same time you will be adding to the valuable historic record of railways in Victoria.

The NEWSRAIL team has been busy of late too. Several matters have the various members working hard to provide you with an even better magazine. Look out for our reader survey in the November issue, our new competition next year, special features on events such as the Gembrook re-opening and other things coming through.

Talk to you again next issue,
Barry Lloyd

The Melbourne Yard as built showing the gravitation yard and 'A' shed, the gravi cabin, water crane and much more. 16.9.58 *Norman De Pomeroy*

— *Farewell to* — MELBOURNE YARD

This article is dedicated in memory of my late uncle, Mr John (Jack) Millard, the first Safeworking Inspector attached to the West Tower and former Special Class Signalman, Dudley Street Signalbox. This article does not in anyway purport to be a history of the Melbourne Yard

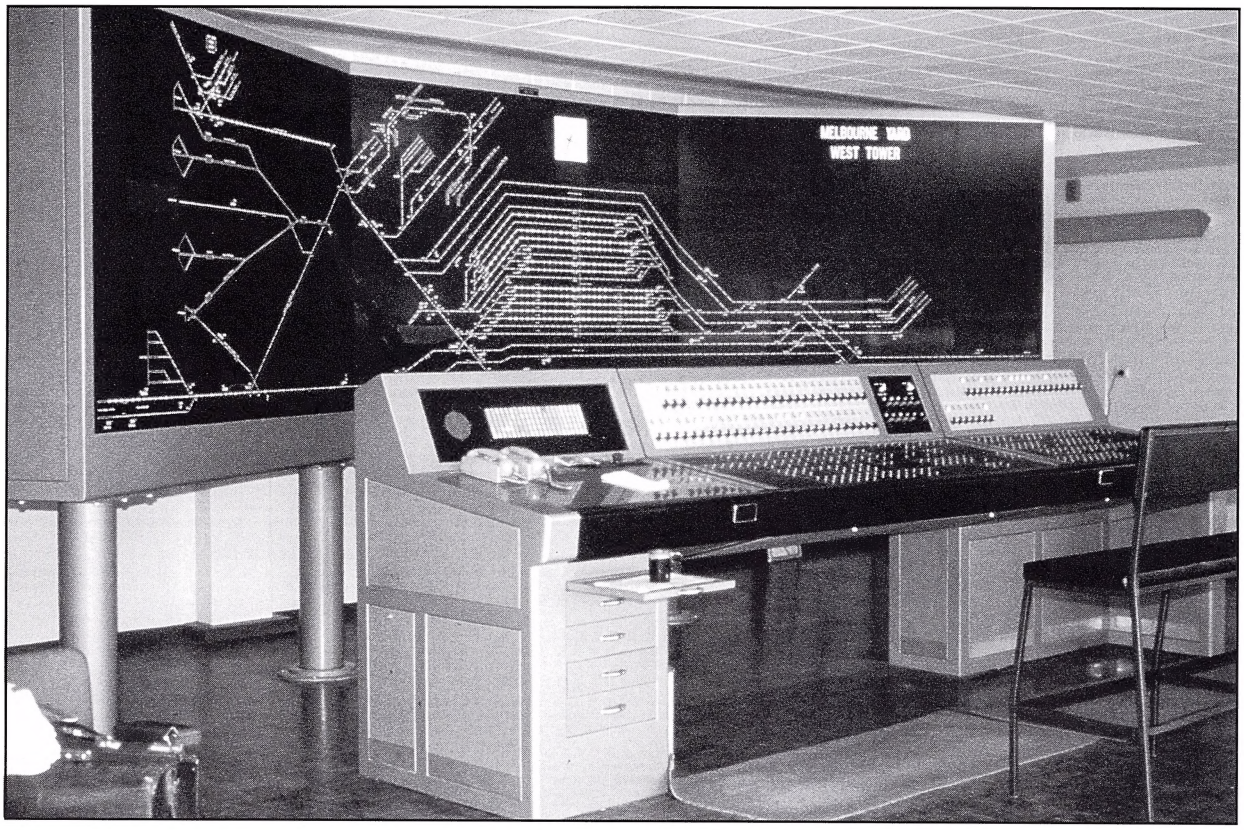
Daryl Dedman

The area bounded by Footscray Road, Flinders Street Extension, Dynon Road and the suburban lines between Spencer Street and North Melbourne was for many years the hive of activity for the marshalling of trains for the Victorian Railway freight system and was known as the Melbourne Yard. Now-a-days it is a hive of activity of a different kind – Instead of pilots shunting the various areas of the yard, manned by 'gangs' of shunters, we now see graders, pile drivers, trucks and cranes at work. The former Melbourne Yard (in part) is slowly being transformed into the new Docklands Stadium.

My first contact with this hive of activity came in February 1963, when I was employed as a number taker in the Yard, remaining there until the November of the same year. It wasn't until September 1965 that I again renewed acquaintances with the Yard, however this time it was in a totally different role, that of a trainee engineman.

Names such as, Gravi, Per Shed, 'A' Shed, Receivers, Bank, Group, Spion Kop, Electric Crane and New Yard disappeared many years ago, only to be replaced with A, B, C and D Balloons, Centre Yard, East Yard, Arrival Yard, Storage Yard, South Yard, West Yard and Canal Yard. The West Tower replaced Dudley Street Signal Box.

In 1900 the Melbourne Yard was opened on the present site and encompassed an area of 80 acres (32 hectares) and 33 miles (53 km) of track. This area was to become the hub, of the then Victorian Railways, freight sorting and marshalling operations for Victoria. The location was ideal – close to docks area, Melbourne city centre and the feeder lines for numerous small yards which existed within the suburban area.



Signal panel in the West Tower *Late J Millard*

The Yard did not undergo any major changes between its opening (1900) and 1963, however, two additional sections were added in this period – Cowper Street and the west yard in 1920 and the wash dock sidings (adjacent to the original Dynon Road, now the site of TNT Contrans container terminal) were constructed in 1943. This meant that the operation of the freight system was being carried out in a Yard designed at the turn of the century. On occassions trains could wait up to eight hours for entrance into the Yard. This delayed locomotive turnaround times, delivery of freight to the customer and took locomotive crews away from other duties, as they would need to be utilised to relieve crews who were on long hours of arriving trains (It was not uncommon for a crew to relieve on a train at the commencement of their shift and be relieved again before it finally terminated at the yard). All trains headed to Melbourne – through running was then an unknown term.

The situation was archaic by any means and needed to be rectified if the railways were to maintain a high standard of freight movement in Victoria. Senior officers were sent to observe freight yard operations throughout the world and it was on their recommendation, that an agreement was reached to construct a hump yard to eliminate the problems of the existing yard.

Although the yard was not fully automated to the extent of some of the larger yards in other countries, it was the type of yard which would meet the requirements in handling and sorting loading arriving into Melbourne. Unlike many overseas hump yards, where the hump is used for the marshalling of trains, the hump in Melbourne was used for the sorting of wagons arriving in Melbourne for distribution to areas around the city and metropolitan areas including the dock areas (Victoria, Appleton and Swanson), plus the inwards and outwards loading sheds.

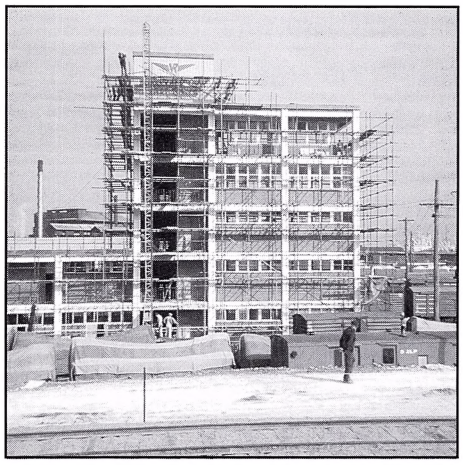
COST AND STAGING

Because of the decision to construct the new hump yard on the existing site of the Melbourne Yard, it was necessary for reconstruction to be carried out in stages so that normal operation of the yard could continue with minimal delay. The cost of the re-arrangement of the yard and construction of the hump was approximately $14 million. It took almost seven years to complete and was carried out in 39 stages. The Melbourne Freight Terminal (as it was re-named) consisted of four main areas – the arrival yard, man-made hump, sorting area of 32 tracks, divided into 4 balloons (A, B, C and D), eight tracks in each, and beyond the balloons (Flinders Street Extension end), the Melbourne goods area. With the withdrawal of all shunting staff from the Yard the name was again changed, this time to become Melbourne Sidings.

Four main buildings were constructed in conjunction with the Yard re-arrangement.

The new replacing the old – part of the gravi yard from the new balloons. 12.8.68 *Daryl Dedman*

Controlling Melbourne Yard



Above: Y151 prepares to shunt the centre yard as part of the 14 30 pilot shift on Good Friday 17.4.87 *Gavin McLaughlan*

Opposite: East Tower under construction 12.8.68

Below left: Spion Kop signalbox in its last days on 28.11.68. It was demolished on 2.12.68

Below right: Dudley Street signalbox in front of the West Tower. 26.11.68
Other photos Daryl Dedman

WEST TOWER

The West Tower is a four-storey building located off Dudley Street, West Melbourne and on its opening on the 30 November 1968 held as its occupants the manager, Melbourne Freight Terminal and the superintendent, Melbourne Yards. Also located in this building is a sub-station, points and signals relay room and workshop area. The control room located on the fourth floor contains the signalling panel and when it was operational, the retarder panel.

The control room was occupied by the yard master, safe-working inspector, signalman, block recorder and retarder operator. The yard master determined yarding priority of arrivals and the humping priority of occupied tracks in the arrival yard. The majority of staff have now vacated this building, with the signal person being the only prime occupant.

Three signal boxes faced their demise with the opening of this building. Dudley Street, Spion Kop and Gravitation. Dudley Street ceased operation on 28.12.68, whilst Gravitation and Spion Kop closed on 1.12.68 and 15.12.68 respectively. Due to the yard reconstruction being carried out in stages, yard movements were controlled between Dudley Street and West Tower for the first month of its operation. A special train which was controlled through the yard on its official opening was hauled by T412. This train was controlled from the viaduct arrival track up to the Spion Kop signalbox (the hump spur cabin now occupies this site) where it ran around and returned to the front of West Tower via the up outside goods lines.

EAST TOWER

This building was located at the north-west end of No. 2 shed and comprised five storeys.

The main occupant of this building being the assistant yard master who was located on the fifth floor. The assistant yard master was responsible for train make-ups (departure) and clearance of the sorting tracks in the balloons. The East Tower was demolished during the week of 14-19 August 1997.

STAFF CENTRE

The staff centre was located in the south yard. This two-storey building was the 'hub' for all guards and shunters. Located here was the staff clerk, guards' roster clerk, shift clerk and storeman. The yard foreman for the south yard was located on the ground floor.

Locomotive crews had access to designated lockers located on the ground floor. Crews were normally rostered 'staff centre pilots" for the whole week, under these circumstances, crews would sign on and off at South Dynon Locomotive Depot on Monday and Friday and at the staff centre on Tuesday, Wednesday and Thursday. The staff centre was demolished during the week of 26-30 September 1994. This area, together with the south yard and canal yard are now occupied by the National Rail Corporation steel sidings, the Great Northern Railway locomotive maintenance area and the BHP steel terminal. The area is now laid with a mixture of broad and standard gauge tracks. The National Rail Corporation officially took control of this area on 10.7.94.

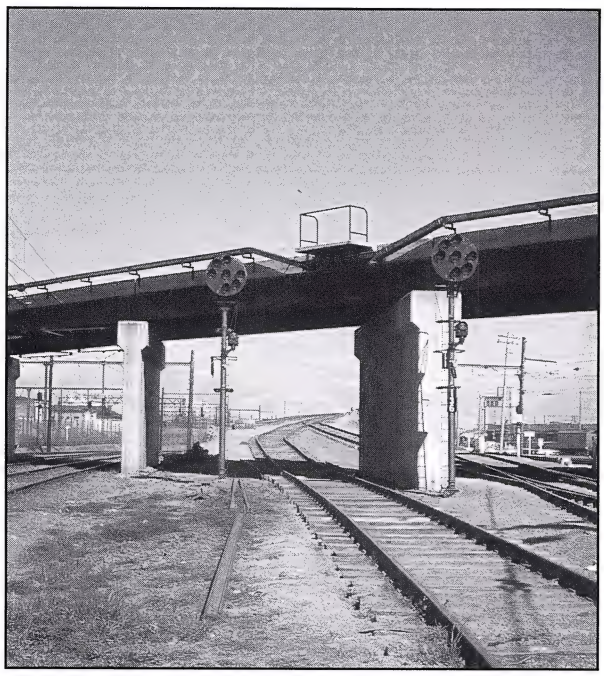
CONSIST OFFICE

The consist office was located at the east end of the arrival yard. This building housed the arrival yard shunters, train examiners and consist checkers.

MAN-MADE HUMP

The normal height of a hump crest above sorting tracks is approximately 4.6 m (15 ft.), however the height of the hump in the Melbourne Yard from railhead to hump crest is 7.6 m (25 ft.), this made an approach grade of 1-in-30. Two leads connected from the arrival yard to the hump crest, north lead, 1-7 arrival tracks whilst the south lead led in from 8-17. In

H5-H4 push a rake of wagons over the hump as F202 stands idle in the 'trimmer spur' on Tues.29.12.81 *John Dare*



Hump approach and hump signals. These signals are the same set-up as in the locomotive cab 29.9.69

1996 to allow for construction of a track into the suburban train stabling sidings part the the embankment which formed the approach to the hump, facing the suburban lines was removed, this prevented any access to the crest from the arrival yard end. The hump ceased operation in September 1987, however, after about four weeks it was re-opened until finally closed in November 1987. The author is unable to obtain the reason for the re-opening.

HUMP UNITS

For humping purposes, two locomotives in multiple unit were used. This was due to tonnages as high as 2000 tonnes being pushed at 3.2 km/h (2 mph) up the steep grade to the crest, and also for braking purposes. Trains were humped without any air brake connection and it was found that one unit could not hold the heavy tonnage if the train was stopped during humping operations. The hump units were originally delivered as locomotives T413 to T417. The number plates were removed and replaced with H1 to H5 respectively, thus designating them as hump units. (The number plates from T413 were later allocated to the T class obtained from the Fyansford Cement Works).

In the later years of operation the 'lash-up' of two H class on a hump set was changed to be either a H and T or H and X combination, depending on the availability of H class locomotives. Locomotives used in this configuration were either H and T413, H and T345, or H and 2nd series X class (Nos. 37-44). 3rd series X class (Nos. 45- 54) were trialed for this configuration but were found to be unsuitable. The H class locomotives were ballasted to 80 tons (normally 68 tons) to give increased adhesion to the rail and the sand box capacity was increased from 16 cu. ft. to 24 cu. ft. In the cab of the locomotives on the cntrol pedetal, a hump control rheostat was fitted to allow the driver to have more accurate control of low speed. The locomotives were also equipped with in-cab signalling and radio communication.

IN-CAB SIGNALLING

The hump locomotives were fitted with radio operated cab signals. The cab signal could only be initiated by movement of the humping units over a track circuit in the hump engine spur track which was located at the west end of the arrival yard. When the cab signal was exhibited the driver was relieved of responsibility for observing any fixed signals when such were not in his view. Indications on the cab signal were treated by the driver as he would a hand signal, during the humping movement.

There were two different radio frequencies used should more than one set of hump units be required, which was normally the case on night shift due to the the large number of arrivals. An audible alarm would sound in the locomotive cab to alert the driver to any change in aspect, this was acknowledged by a push button. The aspect of the cab signal was also displayed on ground masts located strategically within the confines of the hump area. The aspects were displayed in a very simple but effective manner.

three white lights, horizontal and steady – stop

three white lights, vertical and steady – approach (maximum speed 10 mph)

three white lights, 45 degrees and steady – hump (maximum speed 2 mph)

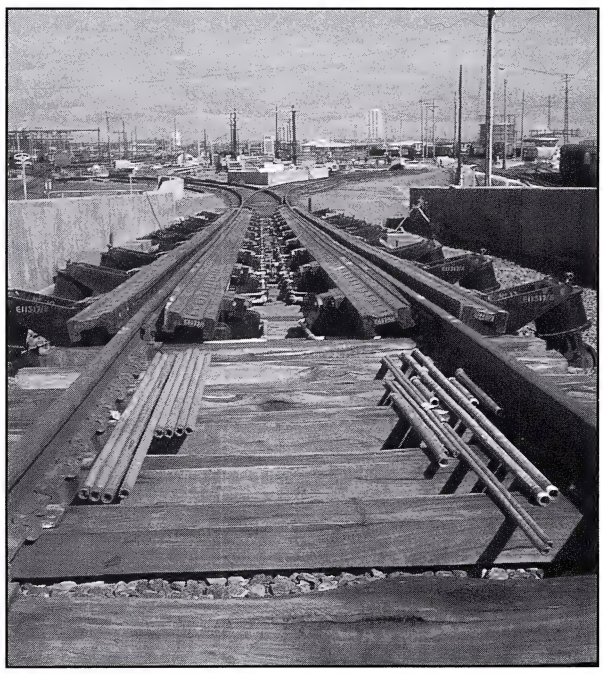
three white lights, horizontal and flashing – set back towards arrival yard.

All lights extinguished – no humping movement in progress.

HUMP OPERATIONS

All humping operations were overseen by the hump foreman in an office located on the hump crest. Humping would commence with the night shift (23 00) on Sunday night and continue through until midday Saturday. There was normally no humping between 13 00 and 15 00 weekdays. This two hour period was used for the servicing of the retarders and other associated equipment. The movement of the trimmer pilot was the responsibility of the yard master. This locomotive stood on a spur track half way up the hump and was used should vehicles fail to roll in a sufficent distance or a miss drop occurred. Not all vehicles could be humped, car wagons, petrol tankers and LPG tankers would be removed from the rake by the trimmer pilot and then placed on the appropriate track normally after the rake had finished being humped. Trimmer pilot crews in the early stages sat on the locomotive for the shift, while in later years a trimmer cabin

A close up view of the master retarder being installed. 29.9.69 *Both photos Daryl Dedman*



was built to allow crews to wait in until required. This cabin still exists at the time of writing, although in a very dilapidated state, as is the hump foreman's cabin.

ARRIVAL YARD

The arrival yard consisted of 17 tracks, of which seven were wired for electric traction. Capacity ranged from 56 to 67 vehicles. It was enclosed on both sides by two wired up and down goods lines (inside and outside). The outside goods lines being the closest to Dynon Road. Tracks Nos. 1-7 were also equipped with fouling point indicators which displayed a white light and were applicable to trains arriving from the Dudley Street (East) end. The white light remained exhibited until the whole train was inside the fouling point. When the light was extinguished the driver would bring his train to a stand unless otherwise instructed.

The arrival yard went through a major transformation, when in May 1995 the suburban train stabling sidings and washing plant were made operational. The additional space for suburban train stabling was part of the de-centralisation of train stabling facilities to allow for construction of Federation Square, whilst the washing plant operation had been transferred from Jolimont to allow for further construction and development of Melbourne Park. The opening of both of these facilities reclaimed arrival tracks 7- 17. Arrival track 7 becoming the lead to the washing plant. (On Sunday 5 April 1998 and as per WON 14/98, the up and down outside goods lines and hump engine spur were abolished. This being done to accommodate bridge work on the City Link Project, in particular, the off ramp onto Dynon Road, city bound direction).

WARNING SIREN

The hump warning siren was sounded at the commencement of each humping operation and again should there have been a reason to stop the operation after starting. The siren was the source of numerous complaints from nearby residents, especially when it was sounded during the night shift.

DRAGGING GEAR DETECTOR

Located on the approach track towards the hump crest. When it was fouled by any dragging gear or out-of-gauge equipment on a vehicle, the operation of the detector would immediately place all hump and cab signals to stop.

SITUATION VACANT

Sightings Co-ordinator

NEWSRAIL invites applications for the newly created position of Sightings Co-ordinator.

This position will report to the Editor and be responsible for the creation and co-ordination of a network of sightings contributors across the state. The Sightings Co-ordinator will be required to prepare a summary each month for publication in NEWSRAIL.

As the Sightings Co-ordinator will not be required to attend NEWSRAIL editorial meetings on a regular basis applications from country readers are encouraged.

All applications setting out relevant qualifications are to be sent to the Editor.

HUMP CREST RETARDERS

These were known as Strachan & Henshaw hydra- brakes. They effected a common breakaway point for all cuts of vehicles and caused a bunching effect on the head of the rake being humped to facilitate release of auto-couplers.

RETARDERS

These were a braking mechanism attached to the rails and operated on the sides of the wheels for the retardation of vehicles. The retarders were 30.48 m (100 ft.) in length and constructed in two sections each of which could be manually controlled independently. They were operated by air pressure.

INERT RETARDERS

These were located towards the lower end of the balloons to prevent vehicles in the sorting tracks fouling slips or adjacent tracks. They exercised no more than a retarding effect so that vehicles could be hauled or propelled through them. After the closure of Melbourne Freight Terminal operations some of the inert retarder sets were removed and installed in Tottenham Yard. These have since been totally removed.

SIGN

To publicise the hump on its opening, the then Victorian Railways, had a large sign placed on the suburban lines side of the hump proper, proclaiming: 'Victorian Railways – First Automatic Hump Yard in Australia'. The sign remained in place for a number of years. On its removal it was stored in the North Melbourne truck shops. Its whereabouts now are unknown.

AN ERA ENDS

From the document, 'Stage 3 of the Shunting Operations Review' a decision was reached to close the Melbourne Freight Terminal and cease all operation of the hump. Freight traffic operations being transferred to Tottenham Yard as from December 1987. Some functions of the Yard remained in operation, with trip trains operating between the two points. Aside from the Long Island steel trains of NRC, the last remaining regular V/Line freight service to operate from the Yard was the Maryvale paper train.

Shunters, guards, locomotive crews and all associated staff, will no doubt have many memories of the Yard, from making up trains on cold winter nights, taking truck numbers in the hot summer sun, trying to see a kerosene handlamp signal 50 vehicles away, or 'chasers' trying to put handbrakes down as the trucks rolled off the receivers.

With the first sod being turned on September 24 1997 to signify the start of the Docklands Stadium, the Yard became what many people now only have of it – a memory. However, its finality became reality when on 10 August 1998 a circular (SW1123/98) was issued by VicTrack Access under the heading of "WEST TOWER, MELBOURNE YARD ABOLISHED".

The circular had taken effect as from 09 00 hours on Monday, 3 August 1998.

ACKNOWLEDGMENTS

Mr Norman De Pomeroy.
Victorian Railways hump working instruction manual.
Victorian Railways brochures and pamphlets detailing the construction of the Melbourne Freight Terminal Hump Yard, and
Mr J L Millard for the inspiration.

Opposite: Y121 returns to North Dynon after shunting the TNT/Contrans siding at North Melbourne. Fri.18.3.94
Gavin McLaughlan

Y 121

LIGHT HORSE REMEMBERED

What is a 106 year old bogie horse box wagon doing in a Tank Museum you may ask

Peter Branagan

At Puckapunyal, the Royal Australian Armoured Corps Memorial and Army Tank Museum have restored a former Victorian Railways bogie horse box vehicle and made it the centrepiece of a memorial to the Australian Light Horse.

The museum's horse box – 4FF, was built at Newport Workshops in 1891 and was released to traffic on Christmas Eve that year. It transported horses around the Victorian Railway system for 60 years prior to being converted to an overhead wiring and maintenance car, and reclassified OH3 in 1951.

In 1983, the vehicle was disposed of from Ballarat North Workshops and eventually ended up as a storage shed on Messrs R & D Smith's property at Rocklyn, Victoria. On 14 March 1997 it took its final journey by road to Puckapunyal where its arrival was anxiously anticipated by museum staff.

In the ensuing seven months, the vehicle was stripped down and sandblasted. The roof was completely replaced and all brass fittings removed and restored. Approximately 40% of the timber structure was replaced and one of the crew compartments and one of three horse stalls were restored to their former in-service state. The remaining horse stalls and the other crew compartments will be semi-restored and utilised as a display area.

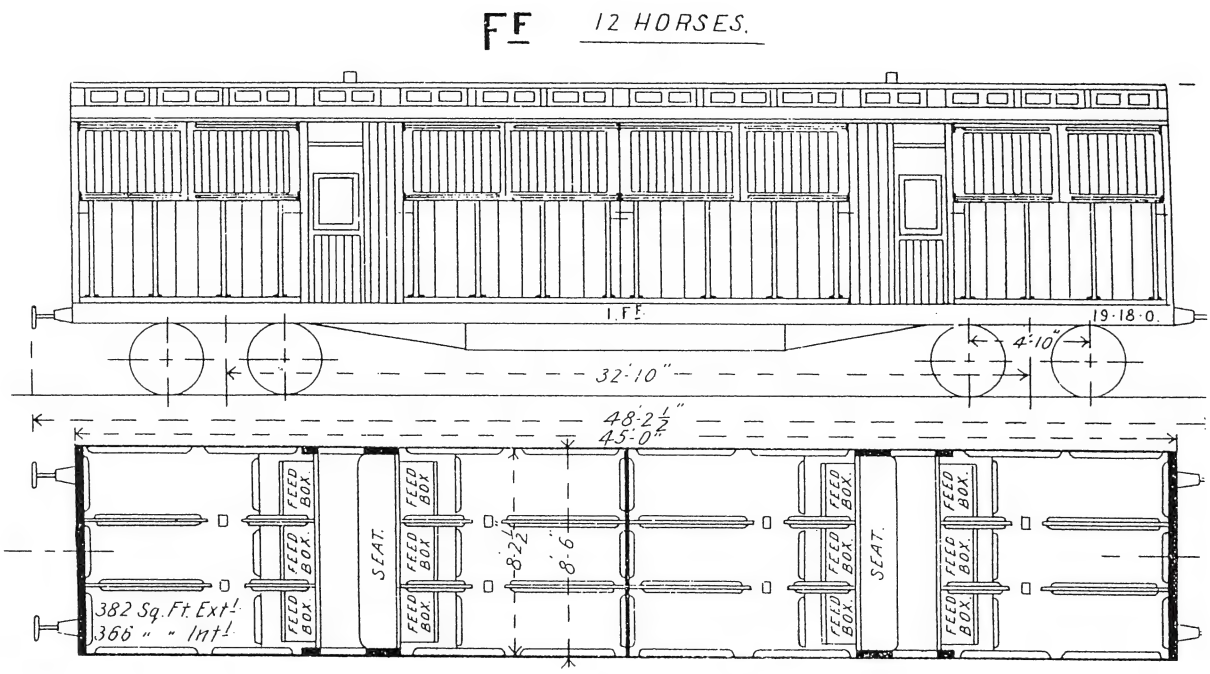
The Seymour Railway Heritage Centre were particularly helpful with the provision of a panel of track, two sets of bogies, two pairs of buffers and invaluable advice and expertise. Once the horse box was placed on its bogies, progress with the restoration was more evident. Simultaneously, a platform was constructed alongside the vehicle to add another dimension to the project and to provide visitor access. This platform was named Dysart to commemorate the former Department of Defence sidings located two kilometres south of Seymour.

In excess of 4000 hours of labour were expended on the preparation of the Light Horse Memorial. In a simple but fitting ceremony on 31 October 1997 (coincidently the 80th anniversary of the Charge at Beersheba) the Governor General Sir William Deane, unveiled the Memorial.

With a length over the buffers of 48 ft. 2 in. and width of 8 ft. 6 in., 4FF is an imposing sight and has caused much favourable comment from museum visitors.

CHRONOLOGICAL DETAILS

1891: Constructed at Newport Workshops, to have Westinghouse airbrake and handbrake.
24.12.1891: Entered traffic as 4FF.
1902: Reclassified at 4FFF.
1910: Reclassified as 4FF.
14.9.1921: Pintsch gas lighting system fitted.
1951: Modified by the addition of a roof platform for use on Overhead Wiring Construction and Maintenance Train.
14.3.1951: Reclassified as OH3.
25.8.1983: Sold ex Ballarat North Workshops into private ownership.
14.3.1997: Arrived Army Tank Museum, Puckapunyal ex Messrs R & D Smith, Rocklyn, Victoria.



Built at Newport Shops 1889-92 Nos 1, 2, 3, 4, 5, 6.
Fitted with Hand Brakes

Horse Box On The March

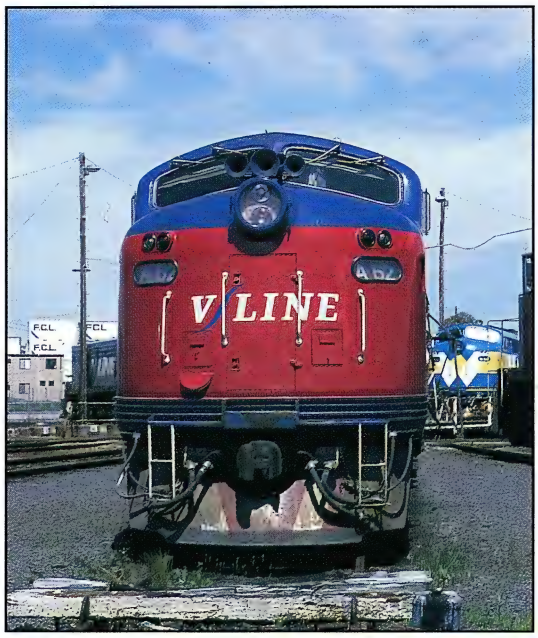
Above: In the form of OH3, 4FF is used as a storage shed on the farm of Messrs R and D Smith, Rocklyn, Victoria

Below right: Laying the section of track at the Tank Museum, Puckapunyal, with assistance from the Seymour Rail Heritage Centre

Below left: Unloading the car on its arrival at the Tank Museum

All photos J Lindford

▪ *This article is continued on page 310*



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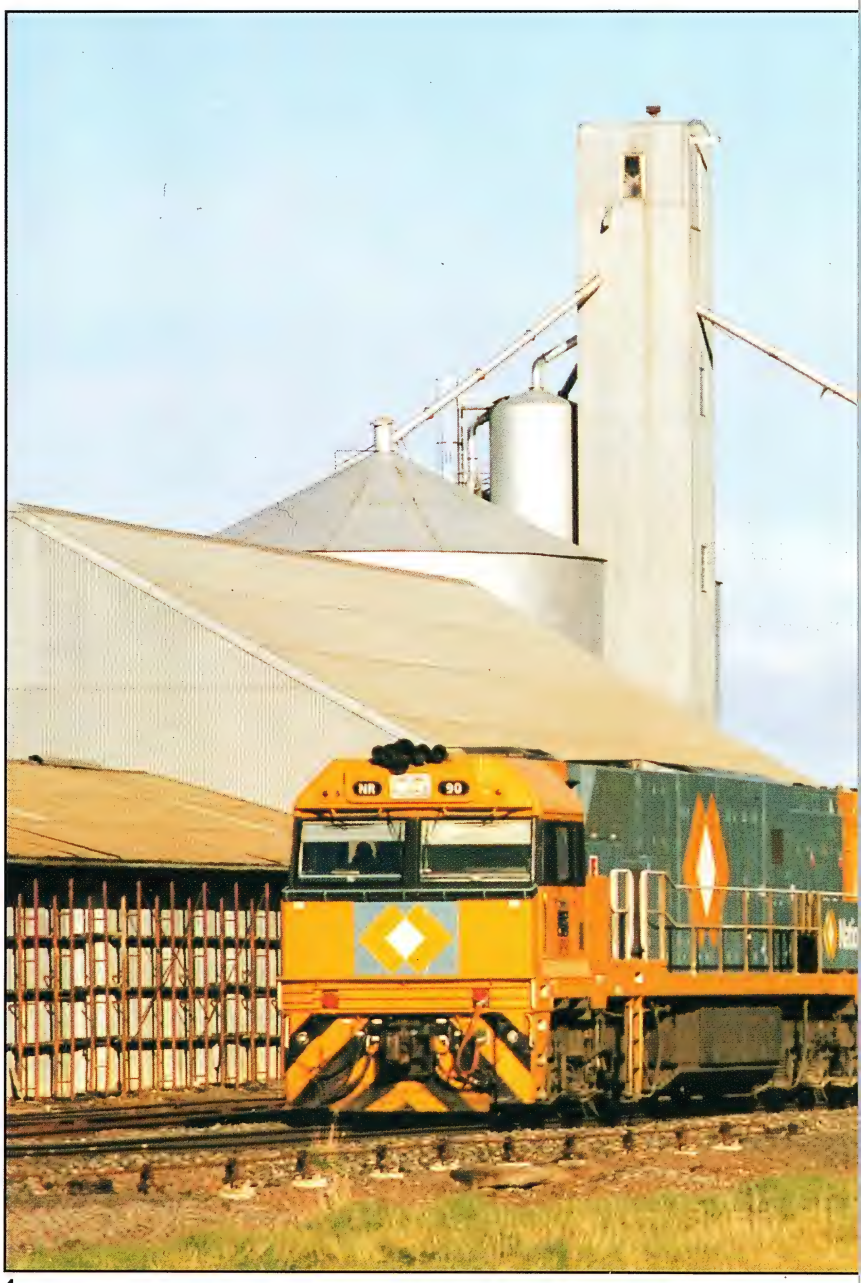


4

Locomotive Liveries in Victoria

5

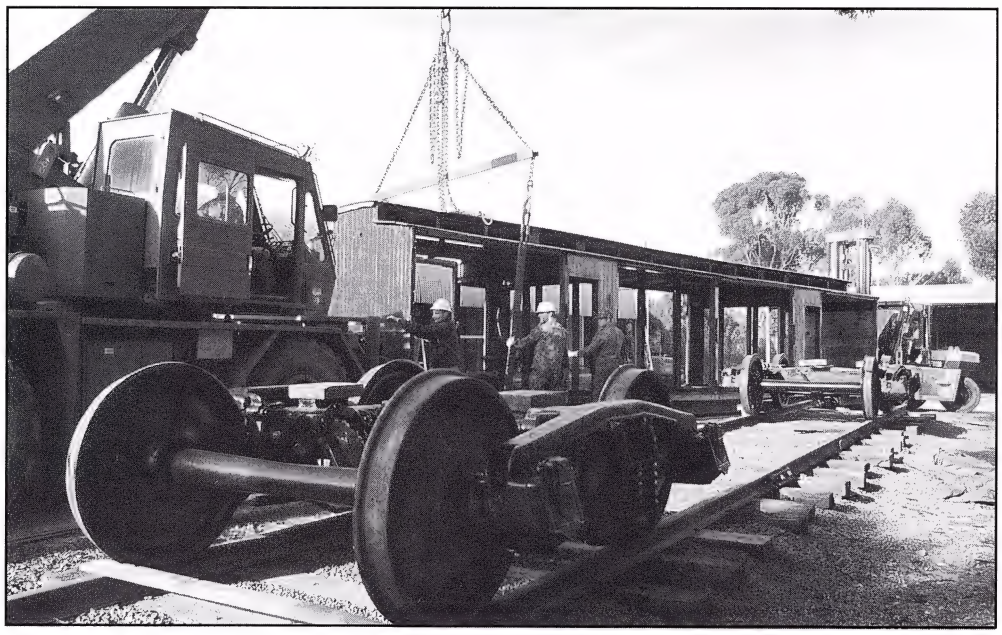
1. **V/Line Passenger loco A62 near the turntable at South Dynon as West Coast's B61 looks on. Sun.20.10.96** *Graham Withers*
2. **The staffs are exchanged at Brooklyn as CLP13-CLP8 work upgrade. Mon.8.6.98** *Steve Munro*
3. **BL34 and Silverton Tramway's 44s1 pass the Seppelt's winery at Great Western while hauling 9821 goods. Sat.26.10.96** *Graham Withers*
4. **NR90-NR19 haul GM1 and Westrail's L262-Q319 through Westmere on 9821 down goods on Tues.28.7.98. The last three locos were returning home having been in Sydney for a Clyde Engineering celebration** *Ian Green*
5. **X33 waits at Dunolly in its V/Line Freight livery while on 9152 goods on Fri.25.10.96** *Graham Withers*
6. **CLP8 at Patrick's siding prior to returning to Adelaide. 5.6.97** *Steve Munro*
7. **The XPT departs Melbourne on Saturday evening 12.1.97 with its different ace-blue cab** *Graham Withers*

6

7

A Leopard armoured recovery vehicle lifts a truck prior to its bogie removal at the SRHC depot

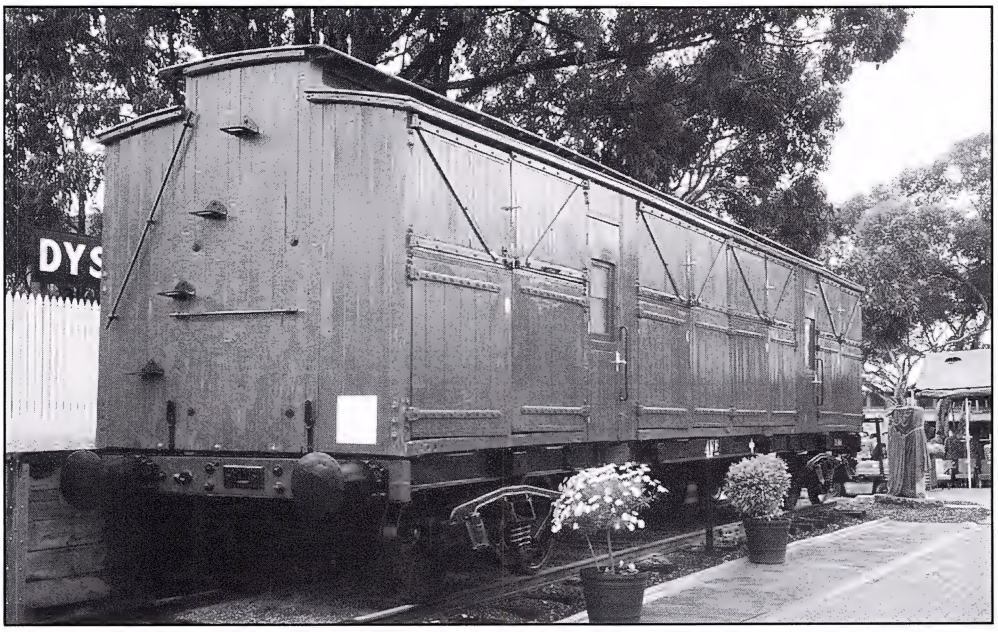
Light Horse Remembered



Preparing to lift the horse box back onto its bogies

Securing the car into position
All photos J Linford

A mock Dysart platform under construction *J Lindford*



The job complete – 4FF the centrepiece of the Tank Museum's light horse memorial
R Boyer

The Governor General of Australia, Sir William Deane, receives the royal salute at the Tank Museum 31.10.97
R Branagan

OPERATIONS

An overview of recent sightings and observations

NORTH — Bendigo - Echuca

BENDIGO: Sightings are set out below.

Sun.2.8:

G525-14 wagons (9280) (ex Swan Hill) departing at 20 00.

G521-X44-27 wagons (9084) (ex Deniliquin) departing at 21 46.

Mon.3.8:

G521-X39-40 wagons (9083) (to Deniliquin) arriving at 16 53.

G514-T390-12 wagons (9280) departing at 20 00.

G521-X37-T392-42 wagons (9084) departing at 22 15.

Tues.4.8:

G521-X36-30 wagons (9083) arriving at 16 44.

G512-3 wagons (9280) departing at 19 55.

G521-X39-44 wagons (9084) departing at 22 30.

Wed.5.8:

T379-3 x Hitachi cars (9011) (ex Newport) arriving at 08 22.

G521-X39-32 wagons (9083) arriving at 16 42.

G514-T390-17 wagons (9280) departing at 19 56.

G521-X36-24 wagons (9084) departing at 21 47.

Thurs.6.8:

G521-X36-24 wagons (9083) arriving at 16 40.

G512-2 wagons (9280) departing at 20 10.

G521-X39-32 wagons (9084) departing at 22 07.

Fri.7.8:

G521-X34-T379-26 wagons (9083) arriving at 16 33.

Sun.9.8:

G523-3 wagons (9280) departing at 19 58.

G521-X36-21 wagons (9084) departing at 21 58.

Mon.10.8:

G521-X39-29 wagons (9083) arriving at 16 48.

G512-T374-18 wagons (9280) departing at 20 10.

G521-X34-T379-16 wagons (9084) departing at 21 23.

Tues.11.8:

G521-X33-31 wagons (9083) arriving at 16 42.

G523-11 wagons (9280) departing at 20 11.

G521-X39-34 wagons (9084) departing at 22 23.

Wed.12.8:

X31-6 x Hitachi cars (9011) (ex Newport) arriving at 08 15.

X31-3 x Hitachi cars (9012) (to Newport) departing at 09 50.

G513-X51-X36-45 wagons (9083) arriving at 16 38.

G527-2 wagons (9280) departing at 19 49.

G513-X33-X51-41 wagons (9084) departing at 22 36.

Thurs.13.8:

G513-X34-X51-37 wagons (9083) arriving at 16 44.

G523-2 wagons (9280) departing at 20 10.

Fri.14.8:

G521-X39-25 wagons (9083) arriving at 16 38.

T409 on a Comeng train transfer from Newport Workshops to Bendigo at Brooklyn *Scott Gould*

OPERATIONS

9083 down Deniliquin goods departs Tottenham Yard behind G521-X31-X41-T396 on Fri.24.7.98 *Peter Foote*

Sun.16.8:
G527-1 wagon (9280) departing at 19 48.
G521-X34-35 wagons (9084) departing at 21 46.

Mon.17.8:
G521-X34-30 wagons (9083) arriving at 17 13.
G523-T388-33 wagons (9280) departing at 21 14.
G521-X39-T374-X41-52 wagons (9084) departing at 22 26.

Tues.18.8:
G521-X39-37 wagons (9083) arriving at 21 10.
G521-X34-35 wagons (9084) departing at 21 44.

Wed.19.8:
G521-X34-44 wagons (9083) arriving at 17 30.
G511-G527-X40-T374-46 wagons (9280) departing at 20 07.
G521-X39-29 wagons (9084) departing at 21 23.

Thurs.20.8:
G521-X39-32 wagons (9083) arriving at 16 50.
G516-22 wagons (9280) departing at 20 20.
G521-X34-30 wagons (9084) departing at 22 33.

Fri.21.8:
G521-X43-32 wagons (9083) arriving at 17 02.

BENDIGO DEPOT VISITS:
Sun.2.8: G514, G525, N457, N471, T382, T390, T402 and Y171.
Sun.9.8: G512, G523, N461, N471, T374, T382, T402 and Y171.
Sun.16.8: G523, G527, N465, N475, T374, T382, T388, T402, X41 and Y171.
Sun.23.8: G515, G516, N454, N473, T374, T382, T402 and Y171. *(GW)*

NORTH EAST — Seymour - Shepparton

MANGALORE: On Thurs.13.8, X38 and Alco 1872 were noted at 10 50 on an up special freight. They crossed the down XPT at Longwood loop.

Subsequent enquiries have shown that 1872 (Ex Westrail) was conveying Austrac loading from Griffith via Junee to Melbourne. *(PF)*

WEST — North Geelong - Ballarat - Maryborough - Cressy - Ararat

GHERINGHAP: Some interesting sightings include:

Sun.19.7:
NR88-G522-45 wagons (9821) on down at 11 06.

Mon.20.7:
GM42-CLP8-CLP17-40 wagons (9756) on up at 08 12.
G512-X37-28 wagons (9124) on up at 08 30.
T388-3 car Hitachi (9113) on down at 09 10.
NR81-NR78-BL33-38 wagons (9821) on down at 11 34.
NR77-NR100-NR54-L262-Q319 (Westrail)-57 wagons (9822) on up at 11 37.
CLP17-CLP8-GM42-45 wagons (9755) on down at 22 30.

Tues.21.7:
NR-NR11-8118-66 wagons (9702) on up at 08 33.
NR94-NR88-G522-GM1-35 wagons (9822) on up at 11 02.
G516-X45-T400-50 wagons (9137) on down at 14 27.
NR88-G522-71 wagons (9701) on down at 20 26.

Wed.22.7:
G527-X37-32 wagons (9123) on down at 17 19.
NR82-DL49-NR106-69 wagons (9701) on down at 20 14.
CLP12-CLP8-G530-G542-42 wagons (inc. SCT loading) (9755) on down at 23 24.

Thurs.23.7:
G526-G516-G513-S311-(WCR)-wagons (9137) on down at 15 07.

Fri.24.7:
G527-X37-32 wagons (9124) on up at 08 29.

OPERATIONS

S class locos occasionally lead V/Line Freight trains in Victoria. S307-S301-T408-T390-T392-G513-X39 hurry 9240 Tottenham Yard - North Geelong Yard goods near Lara in the early morning sunshine. Wed.17.6.98 *Jason Oliver*

NR82-DL50-wagons (9724) on up at 14 47.

Sat.25.7:

NR82-DL50-C501-C509-47 wagons (9821) on down at 11 39.

Sun.26.7:

NR86-8118-23 wagons (9827) on down at 17 30.

Mon.27.7:

NR82-DL50-56 wagons (9822) on up at 11 32.

NR80-BL35-30 wagons (9724) on up at 14 53.

G515-G516-T400-wagons (9137) on down at 15 12.

Tues.28.7:

NR90-NR19-GM1-L262 (Westrail) Q319 (Westrail)-41 wagons (9821) on down at 12 26.

G511-G527-X41-S302 (WCR) 37 wagons (9137) on down at 14 52.

NR86-DL41-31 wagons (9724) on up at 16 14.

G512-X45-33 wagons (9123) on down at 16 16.

NR-AN1-56 wagons (AN1 in NRC livery) (9711) on down at 22 35

Wed.29.7:

NR80-DL50-52 wagons (9821) on down at 11 33.

G513-X42-P20-39 wagons (9137) on down at 14 25.

G516-G515-X53-36 wagons (9123) on down at 16 28.

NR86-DL41-62 wagons (9701) on down at 20 14.

Overland (no longer runs on Wed.) (8701).

Thurs.30.7:

Overland (no longer runs on Thurs.) (8702).

G512-X45-T396-wagons (9137) on down at 15 16.

Fri.31.7:

G514-18 wagons (9124) on up at 07 40.

NR77-DL50-69 wagons (9702) on up at 07 55.

G513-X42-wagons (9137) on down at 14 51.

NR85-BL33-NR112-45 wagons (9724) on up at 16 53.

Sat.1.8:

NR77-DL50-DL41-43 wagons (9821) on down at 11 44.

NR79-BL33-wagons (9701) on down at 19 45.

Overland (no longer runs on Sat.) (8701).

Sun.2.8:

Overland (no longer runs on Sun.) (8702).

X39-wagons (9106) on up at 11 56.

NR83-DL49-NR75-21 wagons (9724) on up at 17 15.

Mon.3.8:

NR79-BL33-56 wagons (9822) on up at 11 08.

G525-X40-22 wagons (9121) on down at 13 05.

G538-G542-G518-47 wagons (9752) on up at 14 17.

G527-X45-X53-Y122-58 wagons (9137) on down at 14 50.

NR77-DL41-61 wagons (9714) on up at 15 55.

NR83-DL49-56 wagons (9701) on down at 20 33.

G530-11 wagons (9792) on up at 22 47.

Tues.4.8:

NR85-NR119-BL33-52 wagons (9821) on down at 11 35.

G523-A79-31 wagons (9121) on down at 13 21.

NR87-BL34-26 wagons (9724) on up at 14 52.

G526-G515-G524-X42-T390-4 wagons (9137) on down at 15 52.

Wed.5.8:

NR77-14 wagons (9724) on up at 16 19.

Thurs.6.8:

G534-G518-G530-50 wagons (inc. 2 *Overland* sleepers) (9752) on up at 10 28.

NR79-NR77-BL34-47 wagons (9821) on down at 11 42.

OPERATIONS

G526-A85-24 wagons (9137) on down at 14 40.

Fri.7.8:

NR94-NR78-DL49-47 wagons (9821) on down at 11 43.

NR81-56 wagons (9822) on up at 11 46.

G527-G513-35 wagons (9137) on down at 14 24.

Sat.8.8:

NR77-DL50-45 wagons (9701) on down at 20 30.

Sun.9.8:

NR88-10 wagons (9821) on down at 12 40.

R761-T395-9 vehicles (8192) on up at 19 45.

Mon.10.8:

NR92-NR100-G522-49 wagons (9821) on down at 11 30.

NR98-DL49-BL34-59 wagons (9822) on up at 11 32.

G535-G518-G533-46 wagons (9752) on up at 13 48.

G531-H2-12 wagons (9791) on down at 23 48.

Tues.11.8:

NR98-DL49-21 wagons (9821) on down at 11 48.

NR77-DL50-49 wagons (9822) on up at 13 03.

G525-X48-wagons (9137) on down at 14 34.

NR84-DL44-30 wagons (9724) on up at 15 02.

Wed.12.8:

NR92-G522-45 wagons (9822) on up at 12 44.

G526-G511-B76 (WCR)-2 wagons (9137) on down at 14 41.

Thurs.13.8:

G535-G518-G528-49 wagons (9752) on up at 10 44.

NR80-DL50-46 wagons (9822) on up at 13 46.

G525-A85-wagons (9137) on down at 14 31.

Fri.14.8:

CLF2-CLP17-47 wagons (9756) on up at 10 38.

NR82-BL33-DL44-46 wagons (9821) on down at 11 00.

NR85-38 wagons (9822) on up at 12 08.

G526-S311(WCR)-X33-G511-T400-38 wagons (9137) on down at 14 45.

NR76-8118-52 wagons (9724) on up at 16 24.

NR80-DL50-57 wagons (9701) on down at 20 12.

Sat.15.8:

CLP17-CLF2-44 wagons (ASR crew car and SCT load) (9755) on down at 02 02.

NR76-8118-32 wagons (9729) on down at 15 32. *(GE)*

OVERLAND: Since Wed.29.7 the *Overland* no longer operates on Wednesday and Saturday evenings in either direction. The new times for the *Overland* are:

Depart Adelaide 19 15, arrive Melbourne 08 45.

Depart Melbourne 20 50, arrive Adelaide 08 45.

From Thurs.30.7 the following platform alterations have been made to accommodate the *Overland* arriving and departing from platform 1:

Sunday:

09 20 Albury departure (8339) will depart from platform 2.

20 05 Shepparton arrival (8330) will arrive into platform 6.

20 42 Albury arrival (8336) will arrive into platform 3.

21 00 Geelong departure (8245) will depart from platform 6.

Monday to Friday:

06 32 Sunbury departure (8005) will depart from platform 1 (Mon. only).

An AN loco crew member records his train on film, N464 on the *Overland* at Adelaide's Keswick Terminal Thurs.16.2.95. We hope you all got your shots too *Roger Evans*

OPERATIONS

06 32 Sunbury departure (8005) will depart from platform 4 (Tues.-Fri.).

08 47 Geelong arrival (8216) will arrive into platform 2.

09 25 Shepparton arrival (8308) will arrive into platform 2.

09 40 South Geelong arrival (8218) will arrive into platform 4.

18 45 South Geelong arrival (8242) will arrive into platform 2.

19 15 Bacchus Marsh empty cars (8154) will arrive into platform 4.

Saturday:

09 30 Geelong arrival (8218) will arrive into platform 2.

09 55 South Geelong departure (8211) will depart from platform 2. *(V/Line Passenger)*

SUBURBAN

LONG ISLAND STEEL TRAINS: Throughout April, all sightings were of X53-T374-X54. During May, the Xs went in for repairs which produced a few interesting sightings, namely the use of A71 for a week, and double Ts, instead of X-T-X.

Sightings of interest – May:

Sun.3.5: X54-T374-A71-12 wagons (9553) on down at 12 00.

Tues.5.5: X54-T374-A71-20 wagons (9553) on down at 11 20.

Sat.9.5: A71-X54-T371-10 wagons (9558) on up at 20 45.

Sun.10.5: T371-X54-A71-10 wagons (9553) on down at i2 05.

Mon.18.5: X54-T371-X53-17 wagons (9553) on down at 11 40.

Sun.24.5: X54-T371-T374-10 wagons (9553) on down at 12 00.

Fri.29.5: T371-T374-X53-15 wagons (9553) on down at 11 35. X53-T374-T371-44 wagons (9556) on up at 15 50.

Sun.31.5: X54-T371-T374-X53-12 wagons (9553) on down at 12 00.

On Fri.29.5., in addition to the usual 30 empty slab wagons, 9556 had 14 loaded wagons attached, made up of 4 loaded scrap and 10 loaded coils. With X54 in for repairs, the train had X53-T374-T371, hauling over 1500 tonnes.

After passing Baxter at 15 30, already 15 minutes late, the locos made extremely hard work of the climb to Langwarrin, at one stage down to approximately 15 km/h, making a great deal of noise and sanding heavily. The Stony Point pass. was delayed ten minutes at Somerville while the steel train cleared the section to Frankston.

Notes for June: During June, major changes occurred with the motive power on the steel trains, as National Rail gradually introduced the use of its BLs on the services. Towards the end of the month, the last Xs and Ts on hire to NR, were returned to V/Line Freight ending the use of these locos, after more than four years.

On Fri.12.6, the first BL was sighted when BL32 was fourth unit on 9556, behind the usual X-T-X combination. One week later, was the first sighting of two BLs on the one train, when X53 led BL32 and BL28 on 9553 (see photo p.249). The marshalling of the two BLs on the down journey was interesting, as the No.1 cabs were facing each other.

The BLs must run No.1 end leading, and so on arrival at Long Island, BL32-X53 ran around BL28, so BL32 could lead. The following week, Fri.26.6, double BLs 32 and 28, without X53, were sighted on 9556.

Sightings of interest – June:

Fri.12.6: X53-T371-X54-BL32-45 wagons (9556) on the up at 15 35.

Fri.19.6: X53-BL32-BL28-15 wagons (9553) on down at approx. 11 30. BL32-X53-BL28-35 wagons (9556) on up at 15 20.

Sun.21.6: X53-BL32-8 wagons (9553) on down at 11 55.

Fri.26.6: BL32-BL28-35 wagons (9556) on up at 17 25.

For most of July, sightings made were of BL32-BL28. Both locos are very dirty and in need of a wash, however the new bogies are noticeable. Towards the end of July, and into August, BL31 was sighted for the first time. Although it is also dirty, it still retains its AN logos. BL31 has been sighted with both BL28 or BL32, however the three together have not been seen.

Sightings of interest – August:

Thurs.6.8: BL28-BL31-35 wagons (9556) on up at 15 20.

Tues.11.8. BL32-BL31-35 wagons (9556) on up at 15 30.

Fri.14.8: BL28-BL31-35 wagons (9556) on up at 15 40.

Sun.16.8: BL31-BL32-10 wagons (9553) on down at 12 05.

Sun.23.8: BL31-BL32-15 wagons (9553) on down at 12 00.

By Sat.18.11.95, CLPs had replaced the N class on the *Overland* as we see CLP13 hauling 8702 into Newport. Now they are history as well on the *Overland* *Jamie Fisher*

WORKS

A round-up of News, Tenders and items from the Weekly Operational Notices

UPFIELD LINE

Between 07 30 on Sat.29.8 and 04 00 on Mon.31.8 the signal box at Royal Park was abolished. The mechanical lever frame, illuminated diagram and other associated equipment was removed.

On Sun.9.8, the following alterations were made at Barkly Street.

- Barkly Street level crossing was permanently closed to road traffic, and the hand operated level crossing gates were permanently secured across the roadway.
- The up side wicket gates (Nos. 2 and 3) were abolished. Pedestrian access across the level crossing on the up side will remain unavailable until the commissioning of the automated pedestrian boom barriers at a later date. Lever No. 1 will continue to operate No. 1 wicket gates (down end, Eastern side) and Lever No. 2 will continue to operate No. 4 wicket gate (down end, Western side).
- Cantilever masts were installed at Brunswick Road, Union Street, Dawson Street, Albert Street, Victoria Street and Albion Street level crossings. The level crossing protection equipment for the cantilever masts will be installed at a later date.

NUMURKAH

From Sun.9.8 the following alterations took place.

- The interlocked frame, signal quadrants and plunger locking were abolished.
- All fixed signals and signal post Nos. 1, 2, 4, 5 and 6 were abolished.
- The main line points, Nos. 2, 3 and 4 roads, the silo road and the turntable road were abolished. The turntable is to be relocated to Tocumwal in due course.
- The main line was slewed at both ends of the yard towards the platform and a speed restriction will apply until further notice.
- The circuits for the flashing lights for the level crossings at the Goulburn Valley Highway, Quinn Street and Saxon Street were altered to operate automatically for all trains.
- A set of points facing down trains were provided at kilometre post 215. These points were secured to lay for the main line and are not available for traffic until further advised.
- The Train Order sections Shepparton - Numurkah and Numurkah - Tocumwal were abolished and were replaced by a Train Order section Shepparton - Tocumwal.

As from this date Numurkah will not be available for crossing trains or for follow on movements.

FLINDERS STREET

In consequence of the Jolimont Rationalisation Project, re-assessment of routes permitted for G and BL class locomotives has been undertaken. As a result of the re-assessment these locomotives may now operate on additional tracks Nos. 7, 8, 9 and 10 as well as the currently authorised No. 9A track. In addition they may also work via Through Suburban Lines towards Nos. 7, 8, 9, 9A and 10 tracks while passing over Elizabeth Street subway.

NEWPORT TO MANOR

From Sun.26.7 a set of points were provided in the section at kilometre post 14.555, account construction of the new CRT siding. The points are facing to down trains, a rodded Hayes Derail and Crowder is provided. The points are spiked out of use until further notice.

BROOKLYN

The Sadliers siding is 'Booked Out' of service and will not be available for traffic. The main line points have been spiked 'normal' pending removal.

NEWPORT TO NORTH GEELONG

For the section of standard gauge track from Newport to North Geelong the following locomotive or train speeds are now permitted and are shown in the table below.

MOOROOPNA

On Sun.26.7 the following works took place at the Northern Pear siding at kilometre post 175 in the Mooroopna - Toolamba section.

- The up and down end points were removed.
- The Master Key/Annett Key locks and associated signalling equipment were abolished.

MAROONA

On Sun.28.6 after the passage of train No. 9702 (6AM5), the Train Staff and Ticket System between Maroona and Pyrenees was suspended and Section Authority Working assessed until further notice. The Section Authority Single Line section will be Maroona - Pyrenees. Maroona will operate as an 'Open/Close' Junction station, the primary corridor being the Pyrenees to Newport corridor, whilst the secondary corridor is the Portland corridor.

When closed Maroona operates as a Block Point location and all Section Authorities will indicate 'Maroona BP'. When open, Maroona operates as an attended crossing station and all Section Authorities will indicate 'Maroona'. Block Point signage is located at the down end main line points for use when Maroona is operating as a Block Point. A Signaller must be in attendance at Maroona and Maroona 'Open' at the workstation to shunt or cross trains, or to route trains to or from the Portland corridor.

Ararat is an Intermediate Annett key locked siding in the Maroona - Pyrenees section. The Signaller at Pyrenees is in possession of the Annett key.

NEWPORT

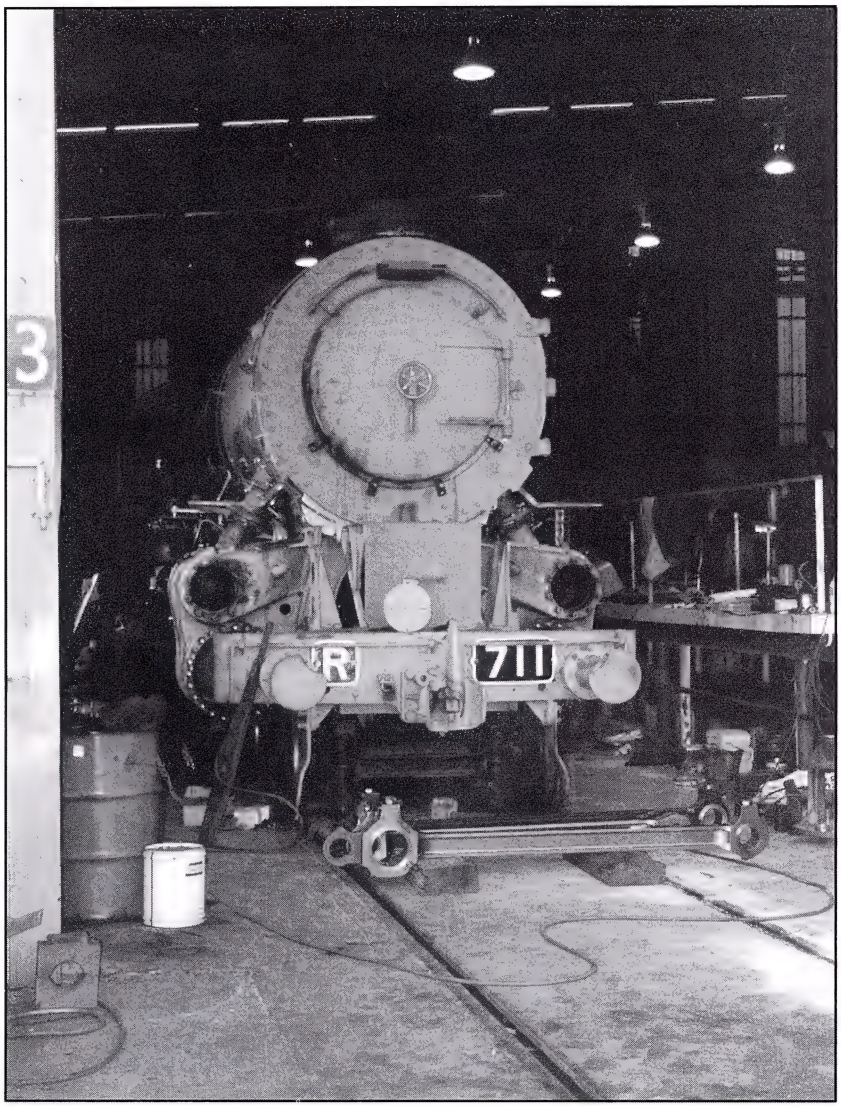
The Caltex Oil siding is 'Booked Out' of service and will not be available for traffic.

TRAIN SPEEDS - NEWPORT TO NORTH GEELONG

Loco class	C CLP NR	G 81 422/442 BL/DL	X 80 GM	T H
Class of train	**km/h**	**km/h**	**km/h**	**km/h**
Passenger	100	100	100	100
Superfreighter	100	100	100	100
Goods	90	90	90	90

(Previously the speed for all classes of trains was 80 km/h between Newport to North Geelong).

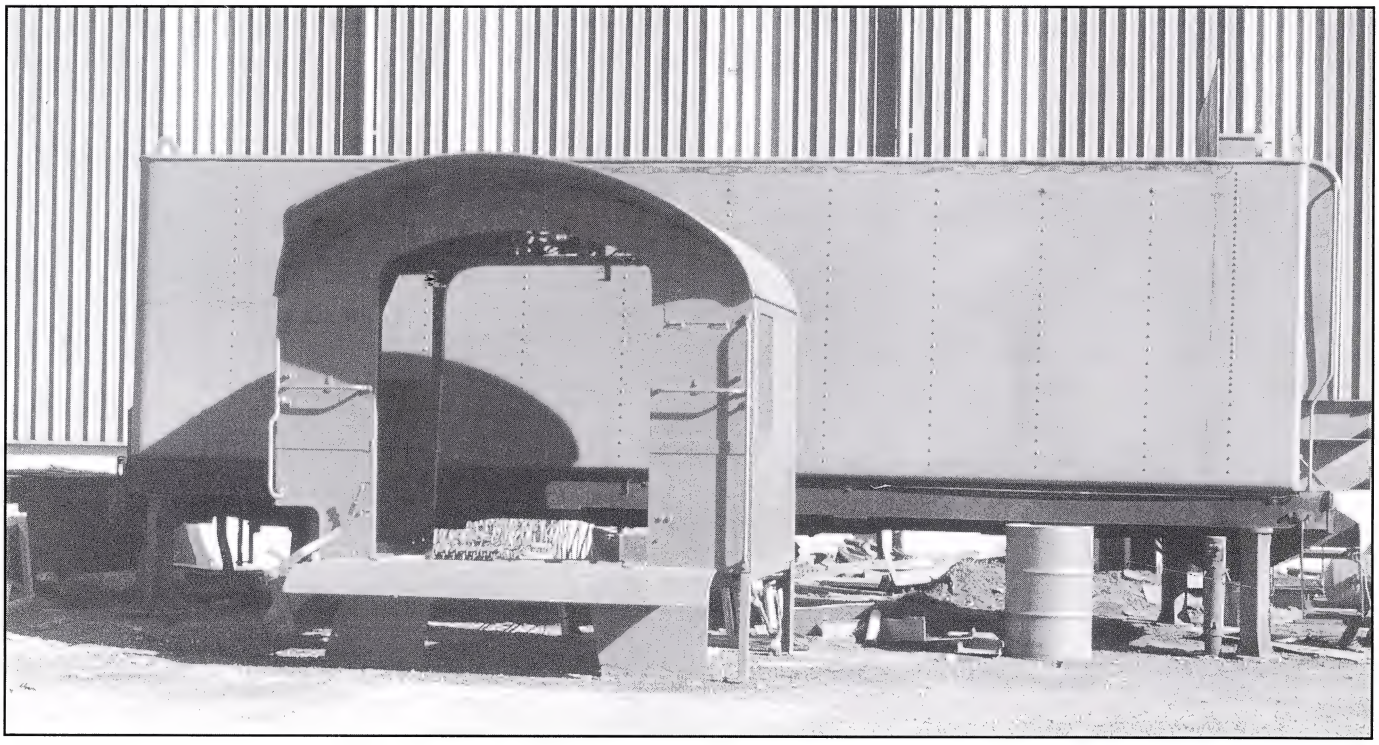
PRESERVATION



WEST COAST STEAM ON THE ROAD, AND NEARLY

Left: R711 under heavy restoration at the Ballarat East Workshops on Tues.8.9.98
Chris Johnson

Below: The cab off R711 and the tender are ready for refitting on Sun.1.3.98 *Julian Insall*



PRESERVATION

Above: D³638 being unloaded at the West Coast depot after travelling by road from Mornington. Thurs.10.9.98

Below: The next day D³641 runs tender-first through Trawalla on its way from Beaufort to Ballarat. Fri.11.9.98 *Both photos Chris Johnson*

TAILDISC

Reviews, amendments, queries, correspondence and bits and pieces

LETTERS TO THE EDITOR

Mr Lloyd Holmes of Suffolk Park writes:

The old VR was always at the forefront of new technology and I wasn't surprised to read that Newport Workshops produced the world's first all welded steel goods wagon. I would not be surprised if it was the IZ wagon, but that is just a guess.

Having worked for both the VR and the NSWGR, I saw much of both systems' wagon fleets and the VR rollingstock (four wheelers) were much superior in all aspects to the NSWGR ones.

No passenger car I ever rode in could compare to the original *SOP* cars for insulation from track and outside noise and absolute comfort.

The spirit of the inimitable Harold Clapp must still be roaming free in Victoria. No other State's railway hierarchy would entertain the idea of steam locomotives working regular passenger and freight trains for the purposes of training crews in steam operation. Indeed, in this state, widespread apoplexy in the high echelons of State Rail would result if such were mooted or proposed.

A small point, but if you closely examine the photo on page 239, you will find that the train engine is an N class oil burner, not an A^2.

While ASM Albury for 17 years I often found myself talking to Doug McLean on the 'Centrol' S/G board at Spencer Street. I think he came to that board in the early 1970s. In that very busy decade Albury yard was busting at the seams and very close dialogue was necessary between Albury and Centrol to work the traffic through.

. . . . . .

Mr Garry Fitzgerald of Boronia writes:

I am interested in the history of Victorian railway, especially their turntables and water tanks. I have a few questions I hope you or your readers may be able to help me with.

I found a water tank on a property near Werribee (see photo) and would like to know if it is an ex-VR water tank and if so, where it may have come from. This type of water tank was referred to in a NEWSRAIL article (November 1986) as an F type.

Was this type of water tank exclusive to VR? I have found five of this type were used by VR, three have since been removed.

The water tank from Creswick was relocated to a property near Ballarat in February 1974. Could anybody tell me exactly where it is located, and if it still exists? Does anyone know where the turntable that has just been installed at Mildura came from before it was found at Newport Workshops?

. . . . . .

Mr Jon Saul of Coburg writes:

I read Sid Brown's article on the Upfield line in the June issue with interest, as a member of the Upgrade Upfield Co-ordinating Committee, and as a regular patron of the line. The author gives an interesting account of the events leading up to the line's construction and the threats to its existence over the last 90 years or so. However, he has been somewhat misleading when discussing the most recent decades of its history. I offer a few corrections to this part of the story.

The opposition to the LRT (light rail) project was not merely tram users upset at losing the trams from Sydney Road (in fact one of the options in the LRT project paper retained the tram more or less intact) but also from train patrons unhappy at the increased journey times etc. that would result.

The previous Labor government did not try 'to close the line down' – the LRT proposal would have removed only the section of track south of Jewell station. (They did, however break the commitment made during the 1982 election campaign to restore services to their pre-Lonie report levels.)

Notwithstanding in action during the 1980s, in 1992 a $10 million project was announced by the Kirner government to provide overdue maintenance and some upgrading of signals and crossings. This had only barely begun before it was suspended due to a Historic Buildings Council investigation, and following that process was the 1992 State election, after which the incoming Kennett government cancelled the project, and then in January 1993 announced closure of both the Upfield and Williamstown lines.

The Williamstown line was saved due to negotiations between the Transport Minister and the public transport unions, but the fate of the Upfield line was then left to the outcome of the Environment Effects panel of the Western Bypass project (now part of City Link) which was potentially to be built on the Upfield alignment. It was primarily the positive outcome of this panel to the line, and the continuing community campaign, which forced the government to change its attitude and announce the upgrade project in 1995.

Much of the above detail is derived from *Down the Line to Upfield,* published by Coburg Public Transport Group, available from the Railfan Shop or the CPTG (phone 9354 7376 or 9354 2270).

. . . . . .

Mr Hedley Thomson, Chairperson of the Ballarat Rail Promotion Group Inc. writes:

I refer to the article by Peter Foote titled 'The Mildura Paddlesteamer Challenge' in the August edition of NEWSRAIL. In the opening paragraph, Peter refers to the tour being jointly run by the Seymour Railway Heritage Centre and the Ballarat East Railway Complex (Development) Committee. Although persons associated with the Committee were involved in arranging what was a most successful tour, the tour was not an activity of the Committee and the Committee was not a joint organiser of it.

I would be pleased if you could print this clarification in a subsequent edition of NEWSRAIL.

. . . . . .

Mr Ray Chapman of Pakenham writes:

Back in the 1970s and early 1980s, when I was young (and single) I had a good knowledge of the state of the Victorian rail network. I used to go on just about all enthusiast trips plus travel around the State on regular services and if I was going somewhere by car, I would make a point of following a rail line wherever possible.

TAILDISC

But that's all changed now, and with the time and financial pressures of family life, I've become a little out of touch (except for my daily commute from Pakenham to Caulfield and back and the occasional fan trip), so magazines such as NEWSRAIL are important to me, and I'm sure to others in my position.

I'm writing to ask if NEWSRAIL could possibly publish (perhaps as a centre spread or a separate lift out) an up to date map of the Victorian rail system showing all open broad gauge lines, passenger, freight and preserved, and of course the newer standard and dual gauge lines (perhaps shown in different colours for clarity). I'm sure such a map would be very well received by enthusiasts like me.

BL CLASS LOCOS

Approval has been granted for National Rail's BL class locomotives to operate over all broad gauge lines in Victoria under the same conditions currently applicable for V/Line Freight Corporation's G class locomotives.

READERS' QUERIES

Two questions from the Calendar:

What do the bracketed numbers refer to after each item? [*Editor:* Denoted number of years since every date shown and present year].

What was the 'world's first all welded steel goods wagon' mentioned on 21 July 1933? (LH)

HIGH VISIBILITY CLOTHING POLICY

As from Mon.20.7, the High Visibility colour standard for the Victorian Rail environment will change in line with the new proposed draft Australian/New Zealand standard for High Visibility Safety Garments.

In line with this standard, the colour 'orange' with the same configuration (two horizontal white) reflective strips as presently used on the buttercup yellow safety garments, will become the new standard in the Victorian Rail environment. This change will bring Victoria in line with other States. It is proposed to phase this colour change in on a fair wear and tear basis, with the changeover targetted for completion by 1 January 2000. The High Visibility policy applies to all employees of Victorian rail corporations, operations, contractors and visitors to the rail environment.

ODD SPOT

Noticed in a carriage on a Bullet Train in Tokyo was a notice to the cleaning staff, which translated as:

'This is a forward-going railway.

Therefore all seats must face the way the train is going at all times.'

Obviously, they did not want passengers travelling backwards!

CAN YOU REMEMBER?

When the Apex quarry train started running from Kilmore East to Melbourne various forms of motive power were utilised. Below we see C501 leading T398 off the new viaduct at Flinders Street on Wed.6.4.88 *Gavin McLaughlan.*

Changing Livery Of BL27

Above: BL27 in original Australian National green and gold livery has assistance from 706 and S306 as they climb through Pimpinio on 9169 goods. Thurs.16.3.95

Below: BL27, now seen in National Rail colours, greets the sunrise at Berrybank while hauling 9702 up goods towards Melbourne on Sun.15.6.97 *Both photos Gavin McLaughlan*

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TRACKS IN THE SUN

A QUEENSLAND PERSPECTIVE

Produced and Directed by Mike Condon, Express Train Video

Queensland Rail is probably Australia's most exciting rail network. Nowhere else can such diversity be easily delivered by one rail network. Giant coal trains, at least 1.6 kilometres in length race from mines to port facilities, whilst express freighters link Queensland's major cities. In contrast to these scenes Queensland Rail still supports long distance passenger services and an extensive urban passenger network. However, by far the most remarkable aspect of the network is the retention and expansion of its steam heritage operations.

Tracks in the Sun, a Queensland perspective, is a collection of stories that feature steam, diesel and electric operations. All six steam locomotives from the Steam Heritage Fleet are included in this program. A key feature of this program is a story of A10, No.6, one of the oldest locomotives operating on a mainline network anywhere in the world.

Operations on a **Now Closed** branch line with a diesel locomotive form a now withdrawn class form a stark contrast with the giant electric hauled coal trains of Central Queensland. Almost a distant memory, the Brisbane Valley Branch is featured via one of the last steam tours on the branch during 1989.

Steaming through the suburbs DD17, 1051, at the head of a suburban coach set recreates the atmosphere of Brisbane suburban operations of the 1960s.

There's even a story on the soon to be introduced high speed Tilt Train. The train has been filmed at Walkers Ltd's test centre as well as out on the mainline.

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